

Considerations to relax the current ban on cell phone use onboard commercial aircraft in-flight is misguided and must not be allowed to take place. As a Purser (Flight Attendant) for United Airlines with more than twenty years of experience, I want to express my adamant opposition to this proposal.

As a member of the Association of Flight Attendants-CWA, I ask that you refer to the letter Chairman Powell received on January 10th from Mr. Witkowski, Director of our Union's Air Safety, Health and Security Department. In Mr. Witkowski's letter, he sites several compelling arguments against relaxing the current ban on the in-flight use of cell phones. Pressure from consumers and cell service providers must not be allowed to shape policies that would likely have a direct negative impact on the safety and security of my workplace.

To date, there is no hard evidence that cell phone use in-flight (on a large scale) will not interfere with aircraft avionics. In fact, preliminary testing conducted by independent experts has shown that the performance of certain aircraft navigation and communication equipment could potentially be effected by signal interference. More testing needs to be done before regulatory action is taken that will weaken the long standing prohibition on the airborne use of cellular telephones.

The thin air of a pressurized cabin combined with the cramped quarters of seats that are too close together, frayed nerves, and alcohol consumption already pushes our passengers to the limit of civilized behavior. By adding the potential for multiple, high volume cell phone conversations at inappropriate times the recipe for disaster will be complete! This proposal will not only create yet another security risk that Flight Attendants will be required to manage but, it will also increase tension among passengers, and compromise our ability to maintain order in an emergency situation.

For these and a number of other reasons, I ask that the FCC support our Union's position regarding this matter and leave current restrictions in place until a thorough analyses regarding the impact this proposal may have on aviation safety and security can be completed.

Sincerely, Christine Black